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Hongkong, 5th April, 1904. [a12]

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Hongkong, 6th May, 1903. [a218]

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Hongkong, 21st December, 1903. [a33]

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Hongkong, 10th June 1903. [a318]

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MANAGER.
Hongkong, 31st October, 1902. [a249]

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THE MANAGER
[a224]

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WM. FARMER,
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THE HONGKONG DISPENSARY.

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Correspondents must forward their names and all addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
To anonymously signed communications that have already appeared in other papers will be inserted.
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BIRTHS.
On the 25th March, at the London Mission, Weichien, the wife of the Rev. A. H. BURTON, of a son (AUBERT LEE KEE).
On the 31st March, at Tientsin, the wife of A. H. WATTS, Engineering and Mining Co., Ltd., of a son.
On the 1st April, to the Rev. G. W. and Mrs. SHEPARD, at the Methodist Mission Compound, Ningpo, a son.
DEATH.
On the 31st March, at Tientsin, HAROLD VON MATERN.

The Daily Press.

HONGKONG OFFICE: 14, DES VIGUE ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13TH APRIL, 1904

Amongst the some important stipulations embodied in the Protocol of September, 1901, were understood to be those clauses which provided for the improvement of the navigation of the approaches to Chinese ports open to foreign trade. For many years the condition of these approaches had become a crying scandal, so serious indeed that not only did foreign interests suffer, but the revenues of the Empire were injuriously affected. The school of statesmen to which belonged the late LI HUNG-CHANG saw, indeed, in these barriers a providential interference to preserve the isolation from foreign influences of China. The majority of Chinese statesmen merely looked on with calm indifference. China had got on very well with these impediments during the thousands of years covered by her history; surely this was self-evident proof that change was now superfluous. Meanwhile all the rest of the world was advancing; harbours elsewhere were being formed and enlarged, and accommodation for yet larger vessels everywhere provided. Under the stimulus thus given trade was everywhere growing in bulk, and nations once comparatively insignificant growing rich and important. China alone was standing still. Commerce, for its economical carrying on, annually

demanded larger ships; and to accommodate those harbour improvements were indispensable requisite, and a large portion of the revenues of the various states were regularly devoted to these improvements. China alone was content to see herself left in the background, with the result that her commerce was stagnating, and her importance amongst the nations rapidly disappearing. Nor was this all; the difference between China as she was, and China as she might be, was becoming so marked that the more covetous of the states were openly talking of dismemberment. China, they talked, had so mismanaged and wasted her resources that it was time that she should give way to more profitable nations. Such was the common language of the Continental Powers at the beginning of 1900; the events of the succeeding summer aggravated the situation. As the ruling powers at Peking were evidently bent on placing every possible obstacle in the way of foreign intercourse a special clause was introduced into the Protocol, providing for an improvement in the treaties already referring to the duties of the Chinese Government in regard to navigation. The three open ports of Tientsin, Shanghai, and Canton were more especially provided for. During the occupation of Tientsin the Provisional Government had already taken some steps towards the improvement of the Peiho River; a dredging plant had been obtained from Europe, and a good commencement had been made by works undertaken with the object of gradually removing some of the inconvenient and dangerous bends which had for some years had the effect of completely closing the river to steamer traffic between Tongku and the Bund at Tientsin. It was stipulated that the works thus begun should be carried on till all the obstructions possible were removed. With regard to Shanghai, the inadvisability of placing the local improvement works in the hands of a body having its headquarters at Peking was fully recognised, and an elaborate scheme on the model of that recently proposed for the Port of London, wherein all interests, native as well as foreign, were to be represented, was drawn up and finally approved. This was so far carried out that the elections under the scheme actually took place, and everything seemed ready for the actual inception of the undertaking. At Canton the requisite measures were left to be undertaken under the authority of the Maritime Customs, while at Tientsin the works undertaken by the Allied Commissioners, it was understood, would be continued and the port rendered accessible at all times for incoming steamers. It is curious to see how all these well-laid schemes have been permitted to pass out of recollection, and affairs to drift back into their old state. At Shanghai, as mentioned above, the election provided for was actually held, and the new body of Conservators met and elected a Chairman. With this vast amount of business performed, the Conservators adjourned, and nothing more has been heard of them from that day to this, while the condition of the approaches has been steadily going from bad to worse. In Tientsin a couple of useless bends had been removed by cutting passages through the narrow necks of intervening land, with the result that the fairway of the river, which for the past four years had been blocked to ascending steamers, was fairly well cleared, and for the last twelve months or so a steamer, once over the Taku Bar, has found no difficulty in reaching the Tientsin Bund. With that all further progress has been practically suspended. Two of the worst bends, the work on which had been actually commenced in the early part of the last summer have been allowed to lie without any further steps being taken, while the Taku Bar, the clearing of which is of the utmost importance to the trade of the place, has been entirely neglected, and this year is in a worse state than ever, the ordinary vessels trading with the port being as a rule delayed three and four days owing to the want of any defined channel through the flats, which during the whole of the month of March did not at even the highest tides carry more than nine feet of water; the average being less than eight. The dredgers, it is true, are there, but the old excuse is still paraded, that there are no funds available to set them to work. Still more unsatisfactory is the state of affairs on the Whangpoo. Here the board was actually elected. The constituents, as was natural, seeing that the vast majority of the trade is in British hands, preferred to elect a British representative. This, though there was no suspicion of unfair dealing, gave offence to the German representatives, who for some incomprehensible reason desired to hold the controlling influence in the Board. Then a personal altercation arose as to who was to be Chairman. The United States Consul-

General had been elected in the manner provided in the constitution, but the Deputy Inspector-General conceived that his office entitled him to act as Chairman. It has been apparently found impractical to reconcile these two competing claims, and the unfriendly feeling displayed by the disappointed German element has intervened to prevent any adjustment of the difficulty. In Canton under the control of the Maritime Customs similarly nothing has been done. Thus the whole thing, which needed only a little good feeling and a genuine desire to set to work, has been wilfully shipwrecked on that biggest farce of modern time—the concord of the treaty Powers. It is of course difficult or impossible to see any way out of the difficulty, but the result is important as showing how utterly the new doctrine of concord between the Powers has broken down when applied to any useful or practical end. In theory it has been held that each sovereign Power should have equal rights and equal say, and were each to really work for its own proper interests such a contention might, of course, work towards a practical end; but this is not the case. As a rule, the smaller Powers, having practically no interests to be affected, range themselves on one or other of the greater Powers, generally on the side of that which makes them the most reckless of promises. It needs little divination to perceive the inevitable result. Russia, and the circle of Powers whom she succeeds in bringing round her, scoff, of course, at anything not pointing to Russia's personal aggrandisement. Germany, ever ready, in her strange fascination, to help her neighbour over the stile, provided only that she can thereby administer a check to England, whom she curiously affects to believe is her natural antagonist, has become an adept in the art of obstruction, so that the United States and England, who control the lion's share of the trade, and are both sincerely anxious to see the conditions improved, in all cases when by this unnatural "concord" things come to a vote find themselves irrevocably left out in the cold. Such is the strange effect of the concord which was, according to the sanguine admirers, to promote a state of universal peace, but which has already laid the foundations of what must at no great lapse of time prove to be the bloodiest and most revolutionary of wars yet seen.

H.M.S. *Leviathan* is now at Weihaiwei and will probably remain two months. H.M.S. *Fearless* has gone to Chemulpo.

General Sir William Nicholson and Sir Ian Hamilton and their staff were to be received in audience by their Majesties the Emperor and Empress of Japan on the 6th inst.

Mr. P. Phillips, of Lofoing, has taken the vacancy, in the Imperial Maritime Customs office in Hongkong, rendered vacant by the death of Mr. F. R. Spence. The charge of Lofoing Station has been taken over by Mr. Winckel, of Taishan.

Of seven hundred Japanese who have been wintering on the island of Sakhalin, twenty-two escaped to Hokkaido on the 4th inst. in a fishing boat across Soya Strait, the *N.C. Daily News* reports. Others are following. Soya Strait divides the southern point of Sakhalin from the northern point of Hokkaido.

The U.S. Army officer likes to be comfortable. The latest curiosity shown by the general officers, whose only burden when on the march are field-glasses and cigar-cases, is to furnish the private with a telescope-bag in which to carry his personal effects on the march. The ordinary private thinks it would be more to the point to furnish him with a piano-moving outfit.

The Superiors of the Italian Convent, in token of gratitude to the benevolent ladies and gentlemen for their valuable services so kindly undertaken on behalf of the orphans and invalids of the Convent at the *Al Fresco Fête*, wishes to express her most hearty and sincere thanks for their charity shown on that occasion. She wishes also to tender her warm thanks to the public who have so generously assisted this charitable aim, as well as to Colonel Birdwood and the officers for allowing their excellent band to play on the occasion, and for the kindness of the Star Ferry Co. in giving the launch free for the transport of the Band.

Owing to the similarity of the China Merchants' S. N. Co.'s house flag to the Japanese Mercantile flag—that of the C. M. S. N. Co. is a red flag with a yellow ball in the centre, while that of the latter is a white flag with a red ball in the centre—it has been decided by the Chinese Ministry of Commerce to make the following changes:—The China Merchants' flag will in the future be the usual square red flag with a yellow ball in the centre, but with the addition of two black dragons facing each other in the middle of the yellow ball (designated by the Chinese "Yellow Moon"). The foregoing flag is intended to distinguish the vessels of the China Merchants' S. N. Co. from Chinese trading vessels belonging to other owners who in the future are to fly a similar flag (red, with a yellow ball in the centre), but with only a single black dragon inside the yellow ball.

Viceroy Yuan Shi-kai is very anxious to start a Red Cross Society in China, and the necessary regulations are to be drawn up shortly by Prince Ching, it is said.

The cases of communicable disease reported in the Colony last week were:—Plague 3 (Chinese), all fatal; enteric fever 1 (Chinese); small-pox 7 (5 Chinese, 1 European, 1 Filipino); 5 fatal.

A flour having bananas as its base, and called bananine, is being manufactured in London. Bread is made from it in the usual way, and the taste is said not to differ much from that of ordinary bread.

We are requested to state that the entries for the forthcoming Gymkhana close to the Hon. Secretary of the Gymkhana Club at 6 p.m. to-day at the Hongkong Club. The programme of races will be found in our advertisement columns.

Viceroy Yuan Shi-kai has recently presented to the Emperor and the Empress Dowager eight sumptuously fitted motor-cars, painted and upholstered in the Imperial yellow, elaborately curved, and heavily gilded. Two are larger than the others and they are of course for the use of the Emperor and the Empress Dowager, while the Empress and Imperial concubines have the smaller ones.

The *N.C. Daily News* has the following:—"Sunday School Teacher—Where do bad people go? Pupil (who has studied Police Court reports)—To Hongkong." This is a joke for Shanghai, but none for us. How long are the local authorities going to remain apathetic in the matter? There is no reason whatever why we should tolerate this imposition, not being the dust-bin of the Far East.

Mr. F. S. A. Bourne, Assistant Judge, H.B.M. Supreme Court, Shanghai, having gone home on a holiday, Mr. J. C. E. Douglas is taking up the duties of Acting Assistant Judge, and Mr. H. Phillips, lately Vice-Consul at Tientsin, takes Mr. Douglas's duties as Registrar, Police Magistrate, and Coroner. Mr. Bertram Giles, Assessor of the Mixed Court, is going to Canton as Vice-Consul, as we have already announced.

Mr. Sugimura, Japanese *Chargé d'Affaires* at Mexico, reports to his Home Government that a strong protest, which he had preferred against the quarantine regulation specially enacted for the vessels and passengers arriving from the ports in Japan and China, was paid due attention by the Mexican authorities, and that vessels and passengers from Japan have now been made free from the control of the special quarantine regulation in that country.

In its Easter cricket matches Singapore beat Perak by an innings and 196 runs (316 against 59 and 59) and Penang by 73 (127 and 55 against 70 and 70). B. T. Reid and W. Dunman put on over a 100 before the first wicket fell in the Perak match. H. W. Nox's bowling was most successful in both games, as he secured 13 wickets for 55 runs; Carver took 10 for 76, also for Singapore. C. G. May's batting was the most consistent, his scores being 77, 31, and 15.

The Chinese Boards of Revenue, War, and Commerce are drawing up a joint memorial to the Throne recommending the abolition of the old Courier Post Department and the handing over of the transmission of all Government and official despatches throughout the Empire to the Chinese Imperial Post established by Sir Robert Hart. The funds hitherto paid out for the support of the old Courier Posters recommended by the memorialists to be handed over to Sir Robert Hart for the extension of the new Postal Department in order to meet the requirements of the case.

Will it be ever necessary to introduce wooden blocks between our electric tram rails instead of cement? Judging by appearances some think it will; the cement seems to wear easily and break off at the side of the rails. A conference was recently held at Manila between the City Fathers and the railroad magnates regarding the streets of that city. The company now agrees to pave with wooden blocks, for the space between its rails and for eighteen inches on either side of the tracks, whenever the city shall pave the remaining breadth of the streets, the Escolta, Calle Rosario, Calle San Fernando, the Plaza Binondo, the Plaza Moraga, the Plaza Goiti, Calle Carriedo and Calle Echague. Anything is better than Manila's out-of-date cobblestones, which make driving through the streets almost unbearable.

The False Statements (Companies) Bill which, as we recently stated, has been introduced into Parliament in conformity with the promise given by Mr. Balfour last Session, when the London and Globe case was under discussion in the House of Commons, proposes to extend the liability for false statements to every responsible official in the employment of, or connected with, a company; and imposes a penalty, on conviction, of imprisonment for a term not exceeding two years, or, in the discretion of the Court, to a fine not exceeding five hundred pounds. Further—and this is the most important feature—it is sufficient to constitute the offence that a director, or other official, should wilfully publish, or concur in publishing, a written statement or account, relating to the financial affairs or property of the company, which he knows to be false. Thus, when the Bill becomes law, it will no longer be necessary to prove that the false statements were made with the intent to deceive or defraud; it will be sufficient to show that they were false, and were published wilfully.

TELEGRAMS.

REUTERS'S SERVICE.

THE ANGLO-FRENCH AGREEMENT.

LONDON, 10th April.
The Anglo-French agreements are very generally approved of in Great Britain and France. The London Press, with the exception of the *Morning Post*, congratulates the Government on what it describes as the most satisfactory diplomatic incident recorded for centuries.

LATER.

The German Press regards the Anglo-French agreement with an unfriendly eye. The Italian Press rejoices at it.

OBITUARY.

LONDON, 10th April.
The death of Isabella, ex-Queen of Spain, is announced.

GERMAN SOUTH-WEST AFRICA.

LONDON, 10th April.
The German forces in South-West Africa have had a severe but successful encounter with the Hereros. The Germans had 31 men and 1 officer killed, and 15 men and 1 officer wounded; the Hereros, 92 men killed.

THE RUSSIAN NAVY.

LONDON, 10th April.
Captain Grigorovich, in command of the *Tzarevitch*, has been promoted to the rank of Rear-Admiral for gallantry in presence of the enemy, and has also been appointed Commandant of Port Arthur.

AUSTRIA AND ITALY.

LONDON, 10th April.
The Austrian and Italian Ministers have conferred for several hours at Abbazia.

THE KAISER'S TOUR.

LONDON, 10th April.
The Kaiser has landed at Malta.

THE ANGLO-AMERICAN TROUBADOURS.

Last night the Theatre Royal, City Hall, was again the scene of a vaudeville entertainment by Mr. M. B. Leavitt's clever company of "Anglo-American Troubadours." Last night's audience was hardly worthy of the merits of the Company, and it is to be hoped that better houses will be seen to-night and during the rest of the season—which is only a short one. Last night the appreciation shown by those who visited the Theatre was evidently sincere, and recalls were frequent throughout. In the first half of the programme the best items were distinctly Mr. J. V. Logdalls, who, with a warmer reception, would certainly have done himself more justice, and Miss Violet Chard's dancing. In the second part of the programme the exhibition of thought-reading was decidedly the best we have seen away from home.

Professor Zancig, of the Troubadours Company, will give a demonstration on Thursday evening, selecting subjects from the audience. On Friday evening he will hypnotise a subject for a period of 24 hours, to be placed, while in this state, in the window of Messrs. Ullman and Co., Queen's Road.

All Russia's energies are not monopolised by the war. A scientific expedition, organised by the Russian Ministry of Finance, was to leave for Abyssinia last month. The expedition, which has been fitted out at the request of the Emperor Menelik, will be under the leadership of M. Kournakoff, mining engineer, and its object will be to explore the auriferous districts near the source of the White Nile. Another Russian expedition will proceed to Persia to survey the means of communication between Teheran and Bishr from the standpoint of the transport of merchandise.

Arriving in San Francisco at the end of February on his way to the scene of hostilities, Mr. Richard Harding Davis, the American war correspondent, who is now representing *Collier's Weekly*, was of course interviewed. He believed that he would reach Japan in time to be with the first correspondents starting for the front; he was not far wrong in this. He had something to communicate about his own sympathies. "So far as I am personally concerned," he said, "I have made up my mind to go to the Orient with no feelings for or against either side. I got into trouble in South Africa on account of my sympathy for the Boers, and I have formed the opinion that it is the duty of a war correspondent to take an unprejudiced view of things and report merely what happens."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 12th at 11.55 a.m. The barometer has risen slightly in the Yangtze valley and fallen in South China and the Philippines. The maximum pressure appears to be over N. China, and it is relatively low in the Philippines. Gradients are slight on the China Coast, and moderate over the China Sea; light N.E. winds will prevail in the Formosa Channel and moderate N.E. winds in the China Sea. Forecast:—Moderate N.E. winds. Fine.

WAR NOTES.

NORTHERN TELEGRAMS.

The following are the latest telegrams in the issues of the *N.C. Daily News* to hand yesterday:—

Tokyo, 7th April.

It is rumoured that the Russians have planted submarine mines in the estuary of the Yalu, and on the coast of Takushan.

It has transpired that the Russians have destroyed the bridges over the rivers in North Korea. A battery of eight Russian guns at Chongju has been taken back to Antungshien. The Japanese fighting line is reaching different points on the left bank of the Yalu. The American mines at Unsan, and the English mines at Eunsan, are being protected by the Japanese.

Corvairs arriving from Vladivostok state that the population between Vladivostok and Poesiat are fleeing into the interior in fear of a Japanese attack. The Russian garrisons are also retreating. There is only a small force of Cossacks at Hunchun, and there are small bodies of scouts along the Tumen.

Tokyo, 8th April.

The official returns of the Japanese casualties at Port Arthur in the various engagements aggregate 114, including fourteen killed outright, nine who have died of their wounds, and forty who have recovered.

Tokyo, 8th April.

The thawing of the ice is expected at Vladivostok about the 24th instant.

FROM CHINESE SOURCES.
The *Sinwenpao* learns from a letter from Fengtien that all the materials of the Russian Afforestation Co. on the Korean frontier have been removed to Hyakhoze, the reason, it is alleged, being that there are Russian cavalry stationed outside of the Co's concession; but it is believed this is a contemplation on the part of Russia to abandon Korea.

The same paper states that in the neighbourhood of Newchwang the forts are being repaired day and night by a body of Russians, numbering over 2,000, with Russian officers superintending, and mines have been laid near the West Fort. One day there was an artillery practice, when some real shots were fired, and in the morning one of the breach-blocks of the cannon was destroyed with the result that three Russian soldiers were killed and several wounded. The merchants, who are not accustomed to reports of cannon, are now in a panic-stricken state, but a number of natives of bad character are awaiting the opportunity to plunder, kill, burn, etc., in the villages overrun by them. Occasionally Russian troops go to the villages and plunder; the orders of the Russian Police Department are not obeyed.

THE "HAIMUN."

The Weihaiwei correspondent of the *N.C. Daily News* writes with regard to the chartering of the s.s. *Haimun*:—"The total cost to the Times of this new departure in journalistic enterprise cannot be much less than £3,000 per annum. (P) The s.s. *Haimun* had to be refitted at Nagasaki with a new topmast, as a first carried away on her passage to this colony. After several failures the construction and erection of a 170 ft. pole on the island was accomplished. It weathered several storms, but last week the upper portion broke during a southerly gale. It seems a great pity that when with infinite trouble the mast had been erected and apparatus prepared, there should be another accident. Several messages had been received from the *Haimun* and the value of the invention amply demonstrated. It is stated that the interruption will only be temporary, and an attempt is being made to replace the broken spar.

A *Shanghai Times* correspondent at Weihaiwei understands the naval men who were kind enough to erect the London *Times'* wireless pole there have been severely reprimanded by the home authorities and ordered not to assist in re-erecting the section that was blown down.

A JAPANESE COMPLAINT.

The Editor of the *Osaka Asahi* sends us a copy of the issue of that paper of the 3rd inst., containing a remonstrance (in English) against Admiral Makarov's action in firing at and sinking the Press steamer *Hanyei Maru* on the 26th ult. (as we have already reported). The following paragraph is important, because it supports the statement that the *Hanyei Maru* was in neutral waters at the time:—"The attack on the steamer was illegal because she was in neutral waters, and it was barbarous because the steamer was helpless under the circumstances." The *Asahi* concludes by saying:—"We make this accusation not because we have personally suffered financial loss, but because such action is contrary to the spirit of humanity and civilisation. Public opinion the world over, we believe, will sustain us in this condemnation of the barbarity of the Russian Navy."

ADMIRAL ALEXIEFF'S CHIEF OF STAFF.

Lieut.-General Gliniski, who has been appointed Chief of Staff to Admiral Alexieff, is stated to be a man of very adaptable character, and the chief reason for his present appointment is that he will prove an excellent intermediary between Admiral Alexieff and General Kuropatkin—a kind of buffer between these two officers, between whom there is a good deal of professional jealousy, and between whom relations of a too direct nature have therefore to be avoided. This bears out a special telegram published by us last week.

HORSES IN MANCHURIA.

The *Shogyo Shimpo* alleges that there is great mortality among the horses of the Russian in Manchuria, chiefly owing to want of fodder. All the millet obtainable has been used, and the beans have now been distributed, but the fact is that without great facilities for sending forward a supply of hay and oats the large number of horses now in the country cannot be supported. The railway, however, is too much occupied with other matters to serve such a need, and it is possible that the fine Cossack cavalry may be crippled.

SONS OF THE SEA.

[FROM A CORRESPONDENT.]

Sometimes there is a whole world of unsuspected significance behind the most casual commonplace. For instance, the unique Inland Sea of Japan, studied with thousands of little islands, is the home of myriads of boats and boatsmen. It is almost impossible to find a piece of water in or near Japan without finding white sails dotted plentifully over it. The Japanese artist, who can seldom get his imagination to carry him beyond the realm of things he sees and knows, never depicts a boatless sea. Be it sunrise or sunset, moonlight or silver-gray mist, calm or storm, fjord or lake or rolling ocean, every piece of water has its sampans or junks, and sailor-men born.

The world at large knows this, to weariness perhaps, for one may tire of Japanese screens and "the invariable white sails on the horizon." But the world seldom thinks that Japan probably exceeds all nations in sea population. That is a big thing to say. "Little Japan"—to lead the big Powers? To beat them hollow, to stand far in front of all the world?

Precise figures are not obtainable in any country, for "sea-going population" is a variable quantity. There are men who spend their lives in boats yet never get out of rivers and harbours. There are men who go to sea at times and at other times get shore employment. There are several other factors to consider, rendering any statistics open to challenge. So the comparison can only be approximate, and the deductions only generalizations.

There are probably no seas in the world so crowded with fishing boats as the Japanese waters. The whole nation, over forty millions, subsists on a fish-and-rice diet; probably no nation in the world eats as much sea-fish. The Chinese have also large numbers of sea-junks along the coast from the Yangtze southward, but their total salt water population cannot compare with that of Japan; while North China and Korean waters are remarkably desolate by contrast.

There are great numbers of small craft to be seen in the Mediterranean, and along the coasts of the British Isles, and northern European countries, but nowhere do they appear in such countless swarms as off the coasts of Japan, not only in the Inland Sea, but out on the mighty Pacific, the misnamed ocean of terrific typhoons. Japanese trading schooners, and fishing and whaling craft of the bigger and bolder types, range from the Behring Sea, Kamohatka, and the Aleutian Islands, Alaska and Vancouver, down to the Thursday Island pearling-grounds, the palm-fringed coral islands of the cannibal Kanaka tribes, the Solomons, the Philippines, the Marquesas, Fiji, and Tahiti, the Carolines, and the Great Barrier Reef. Not in their thousands, at these remote places, but in ever a lousome group of islets, out of the world entirely, have but one little trading schooner to visit them once in a year, it is an even chance that that one boat is a Japanese. And of the whalers, sealers, pearlers, smugglers, "black-birders" or quasi-slavers, even pirates, roaming about the myriad islands of Melanesia and Polynesia, under captains of European blood, the crews are usually composed of a few Japanese and a mixture of all sorts.

Really I think it is out of the question to estimate the numbers of these Oriental Vikings; I do not suppose anyone in Japan knows. As a tangible factor in the present war the material aloft in the Pacific archipelagoes may not have any direct value at all. But as an indication of the spirit of the Japanese race, and the character of the opposition Russia is likely to meet, the vast Pacific Ocean certainly tells a tale. It is almost the tale of our British Howards, Drakes, Frobishers, Grevilles, Raleighs; as they were found in every corner of the north and south Atlantic, the Japanese are in every corner of the Pacific. There are some differences; I will not try to press the parallel too far, but so far as Russia is concerned there is only too much truth in it. For Russia has practically no "sons of the sea." Her Baltic sailors are mostly Finns and Swedes, good sturdy fellows, but utterly lacking in "go." Her Black Sea sailors are Crim Tartars and Levantine riffraff. Her Pacific sailors are almost non-existent. She has a good length of Pacific coastline, peopled by half-Eskimo tribes, and the only fishing that is done in these waters is done by Japanese. The Russians proclaim laws to exclude them, as Spain made laws to exclude British ships from trading with Spanish America; and the Japanese incessantly poach, smuggle, trespass, pirate, fight, and do everything in Russian waters that Englishmen did in Spanish 500 years ago. Only the Government of Japan, being of the Twentieth Century, disapproves, and prevents such misconduct when it can. But Russia has no maritime population out here. There is no sea spirit in Russia. She spends money freely, trying to force some sort of maritime growth; but her people do not take to it. It is as hopeless as if a duck hatched a lot of pleasant eggs and tried to teach the chicks to swim. Nature is not a mere garment, to be put on or taken off, to be scissored and sewn and trimmed at will. Russia crying ceaselessly for ice-free ports, access to open water, merchant marine expansion, and naval power, is a great overgrown baby crying for the moon.

The Japanese, even those who are not sailors by profession, are familiar with the idea of leaving the sea in all its moods; danger is to them a thing to play with, to laugh at, to glory in; if Death claims his own, every now and then—well, that is part of the game. Centuries of the Samurai regime, and familiarity with the swift "swish" of the two-handed sword, generation after generation, gradually eliminated from the Japanese race all regard for the value of life, all notion of the terrors of death. Death is to these people a much lighter matter than

many of the troubles of life. In fact, death is nothing to them. A Japanese, standing carelessly on a railway crossing, may be just dragged aside in time to avoid a train by an inch; he laughs hugely. It is the biggest joke he has come across for a long time! This utter callousness often angers the foreigner greatly. But it has a real value, at the right time and place. It is the foundation stone of intrepidity. It is this, and this alone, that makes a race of men defy the sea and conquer it, as none have done except the Anglo-Saxon and Japanese; and who does that, can conquer all.

NOTES FROM THE BOTANIC GARDENS.

Perhaps the most attractive part of the New Gardens is the upper terrace. Here on the warmest days in summer the refreshing breeze from Victoria Gap seldom fails. From the shady seats among the palms charming views of the harbour can be seen, and behind it Taimoshan. Here, too, in consequence of the comparative retirement of the spot, birds and butterflies are at their best. Just now flocks of small wrens can be seen on any fine morning busily engaged upon the scarlet *Erythrina* flowers. What the little creatures find there to occupy them so closely it is hard at first to say. Upon close inspection they appeared to be pecking small holes in the base of each flower. This is probably to obtain the honey that abounds there; no insects could be found in any of the flowers examined.

Looking down through the trees one can still see the wonderfully vivid masses of red Azaleas, which the skill of the makers of the garden has provided in a continuous succession of flowerings from week to week.

The shrubs and trees above the path likewise deserve their share of attention. The curious Javan *Oxides paniculata* is just about to expand its flowers which hang in numberless festoons from the bare part of the branches behind the leaves. *Gardenia globosa*, a South African shrub, now covered with large flowers, grows a little further along, with a species of *Stenocarpus*, also in full flower, near by.

SUPREME COURT.

Tuesday, 12th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

The hearing was continued in the cross-action by Cheung Kam Tin against C. Ewens, solicitor, for \$94,382.04, being the difference between the value of 1,820,000 square feet of land and 100,472 square feet of land at 52 cents per square foot with costs of \$908 paid to the defendant as plaintiff's solicitor.

Hon. H. E. Pollock, K.C. (instructed by Mr. G. K. Hall Brutton, solicitor, appeared for the plaintiff, and Mr. E. H. Sharp, K.C. (instructed by Mr. R. Harding, of Messrs. Ewens and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The hearing of the case lasted all day, and in the evening an adjournment was made.

POLICE COURT.

Tuesday, 12th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

ALLEGED ARSON.

A Chinaman was charged with arson in connection with the fire at No. 138, Wellington Street on Saturday. It is said that he was employed as a watchman at the house in question, but after the fire took place was not to be seen. Next day he went to work repairing shoes in the street, and he was arrested. The case was remanded till Saturday; bail in the sum of \$750 allowed.

A YOUNG VAGRANT.

A youth of 19 years of age, a vagrant, during the night climbed over a six-foot fence into Spring Gardens Arsenal, where he was arrested. He pleaded guilty, and in answer to an interrogation, said he had come here half a moon ago. After three months he will be banished.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

A PAWN BROKER FINED.

A Chinaman was charged by P. S. O'Sullivan with unlawfully neglecting to paint his name in English and Chinese over his three pawnshops. He was fined \$15 for each count.

SEVERELY WOUNDED.

A Chinaman who had had an eye knocked out in an opium-divan brawl appeared as complainant against the man with whom he fought. Defendant was sentenced to six months' hard labour.

ALLEGED MURDER.

Aldal Kallik, an Indian, again appeared before Mr. Kemp in connection with the murder of an Indian watchman near Canton, and the case was once more remanded. Mr. A. J. Major, of His Britannic Majesty's Consulate at Canton, handed the magistrate papers in connection with the case, and an Indian gave evidence as to the man's identity.

BEWARE OF THE PARTY offering imitations of Macniven & Cameron's Pens "They come as a boon and a blessing to men." The Pickwick, the Owl, and the Waverley Pen." Sold at all Stationers. MACNIVEN & CAMERON, LTD., Waverley Works, Edinburgh. (402-3)

CORRESPONDENCE.

MEDIocre SCHOOLBOYS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 11th April.

SIR,—Apropos of the remarks of Mr. Shewan as to the class of examination required to be passed by candidates for the China Colonial Service, I enclose you a few questions taken at random from last year's paper:—

"Write an essay on one of the following subjects:—The authority of conventional form and methods in imaginative Art; or, Centralisation as illustrated by the history of England and France; or, No man was ever written down but by himself; or, Numerical precision is the soul of science."

"Give clearly and fully Rousseau's argument in favour of the insalubrious sovereignty of the people, together with the answer of either Burke or Comte. Was Rousseau's doctrine compatible with the establishment of the Napoleonic Empire in France?"

"Write a Latin essay on the theory of Polybius that in the Roman Republic constitution Monarchy, Aristocracy, and Democracy were evenly mingled; or, The pessimistic spirit in the Roman literature of the early Empire."

"Illustrate from inscriptions the salient points in the policy and administration of Claudius."

"Note with the aid of a map the political changes in the Balkan Peninsula after 1815."

"Contrast the Cyrenaic and Epicurean conception of happiness, and explain the reasons for the antagonism of Plato and Aristotle to the Cyrenaic doctrine."

"Critically compare Berkeley's doctrine concerning the nature of space with that of (a) Kant or (b) Spinoza."

These are only a few of the questions on a few of the subjects of the examination, and although there may be a question as to their practical utility for Colonial Civil servants, there can, I think, be no doubt that they could not be answered by Mr. Shewan's "mediocre schoolboys."—Yours, obediently,

AN ORDINARY LAYMAN.

SHORTHAND.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 11th April.

SIR,—Your correspondent "Fitmanite" quotes the *Phonetic Journal* and the so-called Managing Proprietor of the Bombay Shorthand and Typewriting Co. Now, I will quote a letter from this identical native Indian, who wrote to me a letter which I have in Hongkong. "Your 'Up-to-date' Shorthand is much superior to Pitman's, as it is a combination of that and other systems in vogue; many of my students would be glad to learn your system under my hands."

I refused to license this native Indian, to teach. Then he got together three pupils of mine, known to be "can't do it" kind of boys, who invented the statements referred to in the *Phonetic Journal*. I have in this town all the printed matter referred to, and Pitmans of London are now in possession of the facts. Let all correspondents give their own opinion and state their name and address and not sign as "X Y Z," "Pitmanite," "Phonographer," "Patronizing Row," &c. These letters may be from 1, 2, or 3 men; but, whoever he, she, or they may be, they don't know what they are writing about. I repeat that parents are cruel and most unwise, and the pupils themselves are idiots, who take up a 68 year old system, which is known to take years to master, whereas the "Up-to-date" may be learned in 6 to 12 weeks at 1/10th the cost. We never read in the *Phonetic Journal* about the American systems which for years have been known to be superior to Pitman's. I frankly admit that the 7 inventors of the "Up-to-date" shorthand have accepted, copied, stolen, borrowed, or any term you like, all the good features from over 40 systems, and have rejected the bad. We have very little of Pitman's, as we found it so obsolete. To wind up this controversy I am willing to stake a thousand dollars or any smaller amount and the winning pupils to have one-half each, viz. for 6 "Up-to-date" shorthand pupils with 6 weeks' teaching to have a public contest on a speech or sermon, new matter, with 6 Pitman students of 6 months' teaching. I await further correspondence.—I am, Sir, &c.

WARWICK PEELE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—As a supplement to my letter of yesterday's date, and in further reply to "Phonographer" of this day's issue, I must say that he takes up a column with little purpose. If he has examined some other systems, as he states, why not the "Up-to-date"? But he again admits "he knows nothing of this system"—then, in the name of common sense, why does he write you a column? Let someone write you on the subject after they have tested the "Up-to-date" and found it a success, or wanting. No half-course students; none who take up a study with a rush and drop it; let them go through the 21 lessons, have patience and be fair and just, and don't show such ignorance in writing on a subject they are babies at. I don't want "Phonographer" to naturally gratify me with his name, but the public do so, and to bring this man out of his shell, let him come to this Studio and bring any number of respectable witnesses, for a speed contest between my pupils and myself. Yes, I will most agreeably consent to a committee, say, the Editors of all the local papers. When he writes, "I frankly disbelieve the assertions that with 2 weeks' teaching students are writing 60 words a minute," this is why I object to "Phonographer" not giving his name. Personally I would chastise such a man very severely for calling me "a perverter

of the truth," but he maligns lady pupils of this studio, who have done this speed in a fortnight; and an apology should be given. He may come and test the ladies in question, but I warn him to bring his mother with him.—I am, Sir, &c., WARWICK PEELE.

THE BRITISH ESTIMATES.

The Times gives a rough statement of the total expenditure for the next financial year on the basis of the Estimates, taking the Consolidated Fund Charges as they were for 1903-4. For the new financial year the Army is taken at £28,900,000, including £70,000 for the Ordnance Factories, against £36,945,000 for 1903-4, if we include the supplementary estimate for £2,700,000 just asked for. As Mr. Arnold-Forster has explained, this estimate for 1904-5 is very far from being complete, as the probable cost of the Somaliland expedition is not given. The Navy takes £36,889,500, against £35,727,500 in 1903-4, including a supplementary estimate for £1,270,000. The Civil Service is taken at £27,983,920, against £27,206,645 in 1903-4, including a supplementary estimate for £286,277. The Revenue Departments require £19,806,047, against £18,517,230. The total estimate for Supply Services in 1904-5 is thus £112,580,067, against £118,396,366 for the year now nearly ended, including £4,256,277 of supplementary estimates. If we take the Consolidated Fund Charges and the Payments to Local Taxation Accounts at the same figures as for 1903-4 we get a total expenditure in 1903-4, including the above-mentioned supplementary estimates, of £148,142,277. The revenue for the year that ended on March 31 was estimated at £144,270,000, but there was no likelihood of this sum being realised. Probably there will be a deficiency of at least £2,000,000, so that the actual receipts of the current year will not be more than £142,250,000. On this basis, the contemplated expenditure for 1904-5 would be only about £120,000 in excess of the revenue, but it is very doubtful whether the Chancellor of the Exchequer will find it possible to take the Estimates for the next twelve months on as high a scale as this. The income-tax, at any rate, cannot be expected to produce as much as in 1903-4, because the arrears will be collected at 11d. and not 15d. Customs, Excise, and Stamps do not seem likely to yield as much in 1904-5 as in the year now closing, especially as February, 1905, will contain only 28 days instead of 29. The immediate prospect for the taxpayer does not, therefore, appear very cheerful, and he will be fortunate if he escapes increased burdens.

SHIPPING NOTES.

WEATHER OUTSIDE.

Yesterday light 't' southerly winds, clear, and smooth sea was reported from Gap Rock; Cape Dugall reported light northerly winds, foggy, and smooth sea in forenoon, overcast in the afternoon. The P. & O. s.s. *Mulacca*, and the C.P.R. s.s. *Empress of India*, both of which arrived from Shanghai yesterday, report fine weather.

CARDIFF COAL.

The steamers *Trader* and *Queen Louise* arrived from Cardiff yesterday. The former has 4,700 tons of coal for the Mitsui Bussan Kaisha, the latter 4,000 tons for Messrs. Dodwell & Co.

THE "AMPHO."

A vessel with a history is the *Ampho*, a frequent visitor to Hongkong. She was formerly the *Esmeralda* and was on the Manila-Hongkong run until about two years ago. This is the steamer which, it was said, piloted Dwyer's fleet into the harbour in 1898. The vessel was at that time commanded by Captain Taylor, a sea-captain who had traded between this port and Hongkong for many years in the vessels of the China-Manila Steamship Company, and who knew every navigable inch of the bay.

SHANGHAI SHIPBUILDING.

In compliance with the contract let to a Shanghai firm last August, two gunboats for use on Lake Lunao are rapidly nearing completion in that city. The boats are being built in sections which will be put together on the lake. They will cost about \$10,000 each.

A VESSEL'S DESTINY.

The handsome steamship *Y. and*, designed as a Government transport to India, will under its new name—the s.s. *Shandong*—carry Italian emigrants to New York. For months the *Y. and* lay idle in the Royal Albert Dock, while people, admiring the powerful steamship, wondered why she was not put to practical use. The vessel, which has a gross tonnage of 10,000, and a length of 510 feet between the perpendiculars, was built to the order of the British India Navigation Company to carry troops to India. She has been sold to the Cunard Steamship Company at a price believed to be considerably below her cost. It is suggested that certain details in the build of the ship were not suitable for the purposes for which she was originally intended.

LOSS OF THE "CAMBOUGE."

Home papers bring details about the loss last month of the French s.s. *Cambouge* in a typhoon off Cape St. Jacques, four miles from Canton Lighthouse, Coochin China. About 100 lives were lost. The *Cambouge* had 100 native passengers on board, including twenty-four women and children, as well as fifteen soldiers and twenty-nine convicts. The crew consisted of natives and French officers. The captain was on the bridge when a terrible sea struck the ship, deluging her aft, and sinking her to the spar deck, on which all the passengers had taken refuge. Most were quickly swept into the sea and drowned, but the rest managed to climb into the rigging, where they clung for four or five hours. Early the next morning the steamer *Namvong* hove in sight, and in spite of the heavy sea that was running succeeded in getting her boats alongside and rescuing the exhausted survivors. Among these were the captain of the *Cambouge*, Captain Benoit, and the chief engineer, and thirty-eight natives, including two women. The *Cambouge* sank in twenty-four feet of water, only her funnel and masts remaining visible.

STEAMER MOVEMENTS.

The Indo-China steamer *Lainang*, from Calcutta and the Straits, left Singapore for this port on the 11th inst., at 5 p.m.
The C.N. steamer *Taiman*, from Australian ports, left Manila on the 11th inst., at 6 p.m., and is expected here on the 14th inst., a.m.
The P. & O. steamer *Manila* left Singapore for this port on the 12th inst., at 6 a.m.
The E. & A. steamer *Empire*, from Sydney, &c., left Port Darwin on the 12th inst. for this port via Timor and Manila.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment solely devoted to

DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

PROFESSOR RHYS DAVIDS ON ORIENTAL STUDIES.

At a meeting of the Fellows of the British Academy on the 24th February, Professor Rhys Davids read a paper on "Oriental Studies in England and Abroad." He said:—There were two branches of the subject:—(1) Colloquial instruction in the spoken language; (2) the study of inscriptions and origins. Abroad the titles of teachers marked the distinction. There were the private students on one side, and the professors on the other. There was no such indication with us. In the University of London there was an imposing array of names, but only one salary. At the old universities there were the Lord Almoners' professors of Arabic, whose stipends were nominal, and the Hebrew professors, which were theological. At Edinburgh there was a Sanskrit professorship bearing the name of Mure, and the Bolen Professorship at Oxford. At Cambridge Sanskrit had been endowed out of college or university funds. The Edwards Professorship at University College, London, for Egyptology, might be considered as belonging to Oriental learning. Small grants were made at Oxford for Assyriology, for Semitic teaching at Dublin, and for Chinese at the older universities. The Chinese professorships were usually held by retired members of the Diplomatic and Civil Services. There were, too, at Oxford and Cambridge a dozen readerships for members of the Indian Civil Service. Advanced work in Persian was done at Cambridge, and to the list were to be added a few readers in Indian Law. How, then, did we stand in comparison with Continental countries? Holland had eight fully paid chairs and eight readerships. Germany had 51 professors and 50 readers or teachers of lower grade. In Berlin the Oriental Seminary enjoyed endowments of £8,000 a year, and was attended by 162 University students and 66 other hearers. None of these paid fees. In France there were 14 professors, five assistant professors and five native teachers, a library of 35,000 volumes and a valuable collection of MSS. The French also had an institution in Cochinchina. In St. Petersburg Oriental learning was more recognised than perhaps anywhere else. The harvest in this field was great, but the labourers were few. There were possibilities for the student in Oriental studies of discoveries parallel to those which entranced the scholars of the Renaissance; any day fresh MSS. or inscriptions might be disclosed to throw an unexpected light on prehistoric times. Nor should the practical and commercial aspects be disregarded—and in this Austria was making great efforts; but the man of business would make his labours more fruitful and find his intellectual interests stimulated if a scientific training were added to modern colloquial instruction.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the monthly meeting held at the Happy Valley from the 9th to 14th April:—

CAPTAIN'S CUP.	
Lieut. A. N. Gregory, R.N.	88 = 8 = 80
Mr. E. J. Grist	85 = 3 = 82
Mr. C. M. G. Burnie	84 = 1 = 83
Mr. W. J. Gresson	83 = 14 = 84
Mr. J. Johnstone	80 = 5 = 85
35 entries.	
POOL.	
Lieut. A. N. Gregory	88 = 8 = 80
Mr. E. J. Grist	85 = 3 = 82
Mr. C. M. G. Burnie	84 = 1 = 83
Mr. J. S. Forrest	81 = 3 = 84
Mr. C. W. May	80 = 5 = 85
Mr. W. J. Gresson	83 = 14 = 84
Mr. J. Johnstone	80 = 5 = 85
23 entries.	



THE FAVOURITE BRANDY OF THE

FRENCH IS

MARTELL'S

* \$26.00 PER DOZEN.

*** \$31.00 PER DOZEN.

V.S.O.P. \$51.00 PER DOZEN.

V.V.S.O.P. \$93.00 PER DOZEN.

Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL [41]

FOR WOMEN

Much That Every Woman Desires to Know

About Sanative Antiseptic Cleansing

And about the Care of the Skin, Scalp, Hair and Hands.

Too much stress cannot be placed on the great value of Cuticura Soap, Ointment and Resolvent in the antiseptic cleansing of the mucous surfaces and of the blood and circulating fluids, thus affording pure, sweet and economical local and constitutional treatment for weakening ulcerations, inflammations, itching, irritations, relaxations, displacements, pains and irregularities peculiar to females. Hence the Cuticura remedies have a wonderful influence in restoring health, strength and beauty to weary women, who have been prematurely aged and inviolated by these distressing ailments, as well as such sympathetic afflictions as indigestion, chlorosis, hysteria, nervousness and debility.

Women from the very first have fully appreciated the purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy which have made the Cuticura remedies the standard skin cures and humour remedies of the civilized world.

Millions of women use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for annoying irritations, and ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves, as well as for all the purposes of the toilet, bath and nursery.

Cuticura Resolvent, liquid and in the form of Chocolate Coated Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. Export London, 27, Abchurch Lane, E.C. 4, and 2, Rue de la Paix, Paris. Australia, N. Brown & Co., Sydney; Sydney, 12, Columbia Ave., Foster Drug & Chemical Co., Sole Proprietors.

Send for "A Book for Women."

[61-5]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

81, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

SIENTING.

SURGEON DENTIST.

No. 10, D'ARQUER STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. 95

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,

27, DES VEXES ROAD CENTRAL HONGKONG.

From the University of Pennsylvania U.S.A.

Hongkong, 10th March, 1903. [64]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

Have now 40,000 Cubic feet of Co.

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sundays

excepted to receive and deliver perishable goods

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [57]

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENT

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

JUST LANDED.

A LARGE VARIETY OF PERFUMERY of the well-known make, and Stationery in all styles to suit various requirements. Inspection earnestly solicited.

H. RUTONJEE,
No. 5, D'Almeida Street,
Hongkong, 13th April, 1904. [989]

34 to 38, Elgin Road, Kowloon.
Hongkong, 13th April, 1904. [989]

SECOND-HAND MARINE BOILER for Sale; 10 ft. diam.; 10 ft. long. 100 lbs. W.P. Immediate delivery.

Apply—G. PENWICK & CO., LD.,
13, Praya East.
Hongkong, 13th April, 1904. [990]

MANILA.

FOR SALE as a going concern, HOTEL COMPANY, comprising two First-class Hotels in Manila, with Livery Stables attached. Interested purchasers will please apply for further particulars to—

M. H. C.,
Care of Daily Press Office,
Hongkong, 13th April, 1904. [991]

CLUB CONCORDIA.

THE ARCHITECTS concerned are hereby notified that the Building Committee have agreed to extend the time for the plans of the New Club Building from the 15th to the 25th inst.

By Order, THE SECRETARY.
Shanghai, 7th April, 1904. [992]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (WEDNESDAY), the 13th April, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), SUNDRY HOUSEHOLD FURNITURE, comprising—

IRON BEDSTEAD, WRITING DESK, VIENNA CHAIRS, PICTURES, CLOCKS, CROCKERY, GLASSWARE, etc., etc.;

Also

19 Cases PRESERVED FRUITS, 3 Cases ONIONS.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th April, 1904. [995]

THE

JOB PRINTING DEPT.

OF THE

"Hongkong Daily Press"

is replete with all the latest and most up-to-date appliances for the production of first-class work.

ILLUSTRATED CATALOGUES, CIRCULARS, VISITING CARDS

and all descriptions of COMMERCIAL PRINTING turned out accurately, and with the greatest despatch, under the direct supervision of experienced Europeans.

BOOK BINDING, MACHINE RULING, GOLD LETTERING AND MARBLING, ETC.,

all executed on the premises, at the shortest notice.

LAW WORK, LEDGERS AND ACCOUNT BOOKS

a speciality, and at prices which compare favourably with any other Printing Establishment in the Far East. Estimates furnished.

Hongkong, 13th April, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M., of the 15th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 12th April, 1904. [996]

NEW ADVERTISEMENTS

SCHOOL TEACHER.

AN Englishman, now employed in a Japanese Government Middle School, wishes to obtain a position as ENGLISH TEACHER in any Chinese School at Hongkong or elsewhere.

Address—

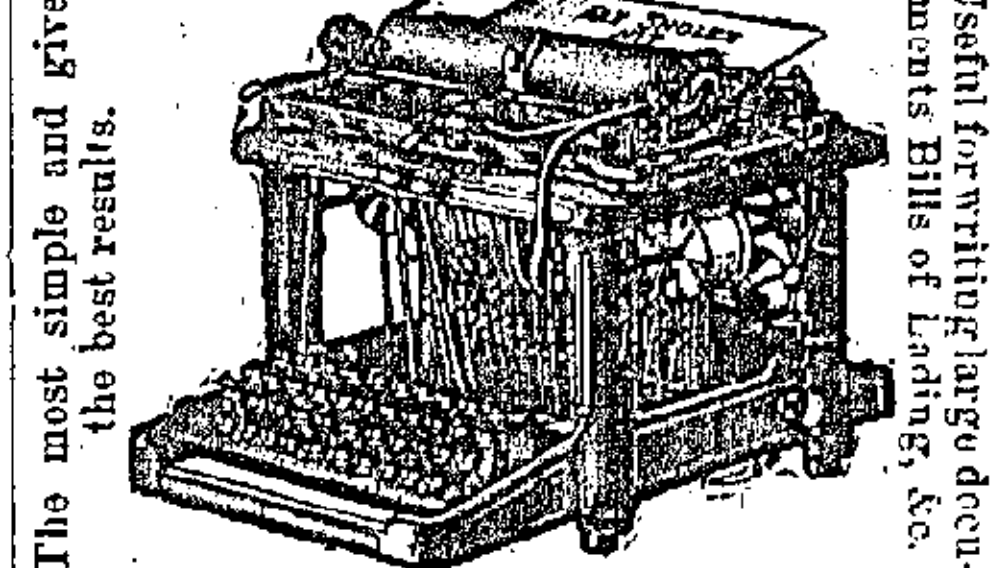
"K,"
Care of Daily Press Office,
Hongkong, 13th April, 1904. [993]

FAY-SHOLES TYPEWRITER.

Model No. 7 Writes 86 Characters.

THE best and most complete Machine on the market, can be fitted with special carriage to take paper up to 16 inches wide.

The most simple and gives the best results.



Agents for South China,
W. BRAY & CO.,
Hongkong, 13th April, 1904. [994]

WANTED.

A FURNISHED HOUSE at the Peak, for 12 months.

Apply to—

BOX 123,
Care of Daily Press Office,
Hongkong, 7th April, 1904. [962]

WANTED.

ADVERTISER can strongly recommend an experienced MANAGER and ACCOUNTANT (British) for the Far East. At present occupying a responsible position in Western Australia.

Apply to—

F. C. C.,
Care of Daily Press Office,
Hongkong, 8th April, 1904. [968]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R.,
Care of Office of this Paper,
Hongkong, 16th May, 1903. [3148]

AMOI ENGINEERING CO., LD., AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Modern charges. Work solicited.

J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. 78

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.,
Hongkong, 28th November, 1902. [11]

THE TRADE MARKS ORDINANCE, 1888.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that the WONG CHEUNG WA. of Patsan, in the province of Kwong Tung, in the Empire of China, and of No. 22, Queen's Road, Victoria, in the Colony of Hongkong, have on the 16th January, 1904, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK, viz:—

The Chinese words "UI" written in English characters with a representation of the Chinese device, the "double UI" beneath it enclosed in an elliptical border of a castellated pattern.



In the name of the said WONG CHEUNG WA., who claims to be the sole proprietor thereof.

THE TRADE MARK is intended to be used by the Applicant in respect of the following goods respectively, in the following classes respectively, viz:—

In class 3 in respect of Patent Medicines.

A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 30th day of January, 1904.

JOHN HASTINGS,
Solicitor for Applicant.

MAIL TABLES

FOR 1904.

Mounted on Card ... 30 cents

Paper ... 20 cents

On Sale at the Daily Press Office,
Hongkong, 5th March, 1904

AUCTION

PUBLIC AUCTION

THE Undersigned have been favoured with instructions to Sell by Public Auction, TO-MORROW (THURSDAY), 14th APRIL, 1904, at 3 P.M., for and on Account of the Concerned (About) 607 tons CARDIFF COAL now stored on Marine Lot No. 50 Mong Kok Tsui.

The sale will take place on the Spot and a Steam Launch will leave Blake Pier at 2.30 P.M. to convey intending purchasers.

Terms:—Prompt Clearance.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th April, 1904. [987]

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

TO-NIGHT! TO-NIGHT!!

AND ALL THE WEEK.

SPECIAL MATINEE.

NEXT SATURDAY, 3 O'CLOCK.

Arranged for Ladies and Children.

Continued Success of
Mr. M. B. LEAVITT'S
Elite Anglo-American

TROUBADOURS

CHANGE OF PROGRAMME TO-NIGHT.

NEW SONGS. NEW FARCES.

NEW DANCES. NEW NOVELTIES.

EXTRAORDINARY ATTRACTION

TO-MORROW (THURSDAY NIGHT).

THE FANTASTIC DEMON.

STRATAGEMS.

HYPNOTISM

that has made him FAMOUS THROUGH-OUT EUROPE AND AMERICA.

The SUBJECTS will be SELECTED from the AUDIENCE.

On FRIDAY NIGHT, APRIL 15th,
A STARTLING SENSATION.

PROF. ZANCIG will PUT A

HYPNOTIZED SUBJECT

TO SLEEP FOR 24 HOURS.

He will then be placed on a HIBRI- TON in the WINDOWS of J. ULLMAN & CO. JEWELLERS and DIAMOND MERCHANTS, QUEEN'S ROAD (opposite the Post Office), and will be AWAKENED in the City Hall on SATURDAY NIGHT.

Don't fail to see this Wonderful Miracle.

Popular Prices... \$3, \$2, \$1.

Booking at ROBINSON PIANO CO., LD.

Hongkong, 13th April, 1904. [950]

FOR A SHORT TIME ONLY.

Consult—PROF. J. ZANCIG—Consult.

AMERICA'S Leading Hypnotist and

Psychic, WAVERLEY HOTEL, Ice House Street Hongkong.

FOR A FULL COMPLETE LIFE READING

See PROF. ZANCIG. He will advise you on all affairs in life regarding your Health, Business, Lawsuits, Marriage, Divorce, etc., etc.

PRIVATE SITTINGS FOR

Ladies ... \$3 / Gentlemen ... \$5

Satisfaction Guaranteed. No Questions Asked.

Office Hours from 2 to 6 p.m.

TO THOSE INTERESTED

In Hypnotism, Clairvoyance and Magnetic Healing, I will say that I can teach you the above Branches in Three Lessons.

BY HYPNOTIC SUGGESTION

You will be able to Develop Memory, cure all Nervous Diseases, Despondency, Melancholy, and Bad Habits.

Call and see me. No cure no pay.

Hongkong, 11th April, 1904. [980]

R.A.O.B.

KING EDWARD VII LODGE No. 910.

(GRAND LODGE OF ENGLAND).

THE Members of the above order are terminating their DANCE SEASON by holding a Ball in the CITY HALL TO-MORROW, the 14th APRIL. Tickets \$5.00 each. Gentlemen requiring tickets are requested to obtain them early, as they are limited, and can be had from Mr. J. H. OXBERRY, Hongkong Hotel, and Mr. J. J. BLAKE, Hon. Secretary R.A.O.B. Club, Hongkong, 1904. [856]

MR. A. G. WARD

will give an

ORGAN RECITAL,

in

ST. JOHN'S CATHEDRAL,

on

FRIDAY,

APRIL 15th, at 5.15 P.M.

VOCALIST—

MRS. A. G. GORDON.

A Collection will be made in aid of the Organ Fund.

Hongkong, 9th April, 1904. [975]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. & B.C. Scott's and Engineering Code.

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet

Length on Blocks... 513

Width of Entrance on Top... 89

Width of Entrance on Bottom... 77

Water on Blocks at Spring Tide... 264

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet

Length on Blocks... 350

Width of Entrance on Top... 66

Width of Entrance on Bottom... 53

Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

167

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3518]

GRACA & CO.

FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PEEL STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [3314]

PUBLIC COMPANIES

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 907 dated 25th August, 1884, of the Five Shares Nos. 14181/14183 in this Company, standing in the name of Mr. MOK SE YEONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON,
Acting Secretary.

Hongkong, 4th April, 1904. [934]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the OFFICE of the Company on TUESDAY, the 26th day of APRIL, at NOON, for the purpose of confirming the following Special Resolutions which were passed at the Extraordinary General Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.

(a) In Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."

(b) In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 108 the word "Auditor" shall be substituted for the word "Auditors."

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

Hongkong, 8th April, 1904. [931]

THE TIENSIN GAS AND ELECTRIC LIGHT COMPANY, LIMITED.

INCORPORATED under The Companies' Ordinances of Hongkong, whereby the liability of Members is limited to the amount of their shares.

CAPITAL: TAELS 250,000.

Divided into 2,500 shares of Tls. 100 each of which 600 shares have already been allotted to shareholders in The Tientsin Gas Co., Ltd.

Present Issue 1,500 shares of Tls. 100 each of which 350 shares have already been subscribed for by Shareholders in The Tientsin Gas Co., Ltd. The balance of 1,150 shares is now offered to the public.

TERMS:

10 Taels payable on application.

30 " " " 1st August, 1904.

30 " " " 1st November, 1904.

30 " " " 1st February, 1905.

DIRECTORS:

C. POULSEN, Esq. (Chairman), of Electric Engineering and Fitting Co.

R. OSWALD, Esq., of Messrs. Oswald and Leup.

W. E. SOUTHCOOT, Esq., of Messrs. William Forbes & Co.

W. T. L. WAY, Esq., of Taku Tug & Lighter Company, Limited.

W. JIM PAH, Esq., Comptroller, Hongkong and Shanghai Banking Corporation.

Prospectuses and Forms of Application for shares may be obtained on application to the Hongkong and Shanghai Banking Corporation at their Branches in Tientsin, Peking, Shanghai and Hongkong, and also from Messrs. Doney & Co., 99, Consular Road, Tientsin.

Share Lists close at 4 p.m. on Saturday, 30th April, 1904.

Hongkong, 1st April, 1904. [923]

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the Domestic Cleanliness and Ventilation By-laws (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by members of more than one family must be Cleaned and Limeswashed by the owner during the months of March and April, and further TAKE NOTICE that—

"Notice that such Cleaning and Limeswashing HAS BEEN COMPLETED shall be sent to the Secretary of the Board, within three days after date of completion."

N.B.—The Central Division of the City is bounded on the East by Gilman Street and Peel Street and on the West by Tank Lane and Cleverly Street.

By Order,

G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
Hongkong, 28th March, 1904. [905]

QUAN WAI & CO

GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All

ROBINSON PIANO Co. LD.



\$100

REDUCTION

ON 11 UPRIGHT GRANDS

OF

OUR OWN MAKE

\$350 AND \$395.

TO MAKE ROOM FOR THE

OUTPUT FROM OUR

NEW

PIANO FACTORY

Cash or Credit.

Hongkong, 6th April, 1904.

NOW READY.

**DIRECTORY OF
PROTESTANT MISSIONARIES
IN
CHINA, JAPAN AND COREA
FOR 1904.**

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 CENTS.
On Sale at
AMERICAN PRESBYTERIAN MISSION PRESS,
Shanghai.
Mr. EDWARD EVANS, Missionary Home, Book
Room, 1, Quinsan Gardens, Shanghai.
Messrs. KELLY & WALSH, Ltd., Hongkong
Shanghai and Yokohama.
Messrs. W. BREWER & Co., Hongkong and
Shanghai.
YUEN CHONG BOOK STORE, Swatow.
Messrs. A. S. WATSON & Co., Amoy.
Messrs. A. S. WATSON & Co., Foochow.
Messrs. H. BLOW & Co., Tientsin.
Messrs. HODGE & Co., "Seoul Press," Seoul.
"NAGASAKI PRESS" OFFICE, Nagasaki.
"KOBUN CHRONICLE" OFFICE, Kobe.
"DAILY PRESS" OFFICE, Hongkong, and
the London Office, 131, Fleet Street.
Hongkong, 12th December, 1903.

**DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPULING
ARNHOLD, KARBBERG & CO.
Sole Agents.**

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 19th March, 1904.

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table, Every home comfort.
Well furnished rooms facing the harbour.
For terms, apply to—
Mrs. G. SACHSE,
"St. George's House."
Hongkong, 17th March, 1903.

"TANG YUEN."

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—**MANAGERESS,**
Macdonnell Road
or
FATRALL & CO., Queen's Road
Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED
ROOMS, with Board.**
Apply to Mrs. MATHIE,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
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Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Tientsin.

PHOTOGRAPHER

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Vessels in the Harbour.

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Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

HONGKONG GYMKHANA CLUB.

PROGRAMME

THE FIRST MEETING
TO BE HELD AT THE HAPPY VALLEY,
ON
SATURDAY, 23rd APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP.—Presented
by Hart Buckle, Esq. For all subscription
griffins of any season that have never won
an official race. Weight for inches as per
scale. Unplaced runners allowed 5 lbs.
Jockeys that have won an official race in
Hongkong or China 2 lbs. extra; non-
winning Jockeys allowed 5 lbs. Entrance \$5.
5 Furlongs.

4.20 p.m. 2. THE EAST POINT CUP.—Pre-
sented by the Hon. C. W. Dickson. For all
China Ponies weight for inches as per scale.
Winners of an open race or open griffin race
5 lbs. extra; non-winning subscription griffins
allowed 5 lbs. Jockeys penalties and allow-
ances as per Race No. 1. Entrances \$5.
From the two mile post once round and in.
4.40 p.m. 3. THE "JUBILANT" CUP.—Presented
by G. C. C. Master, Esq. Hurdle race.
For all China Ponies. Weight 11 stone.
Jockeys' penalties and allowances as per Race
No. 1, but winners of a hurdle race or
steplechase on an off day at Shanghai or
Hongkong to be treated as winning Jockeys.
Entrance \$5. From the grand stand, twice
round and in.

5 p.m. 4. POLO PONY SOUTHERY.—For a Cup
presented by the Club—Open to all bona fide
polo ponies passed as such by the Committee of
the Club. Catch weights not less than 11 stone.
Best of three heats to be won without dismount-
ing, each from the hindquarters. Entrance \$5.
5.25 p.m. 5. THE GYMKHANA CLUB CHAIRMAN'S
CUP.—Value \$—, (not less than \$200). For
all China Ponies. Weight for inches as per
scale. Penalties and allowances as per Race
No. 2. Jockeys' penalties and allowances as
per Race No. 1. To be won by the pony
scoring most marks in the races for the Cup
by the end of the Club's season, counting 4
for a first, 2 for a second and 1 for a third.
The benefit of marks already scored to pass
with the pony on a sale. Any winner of the
race to carry 5 lbs. extra for each win in sub-
sequent starts for the Cup; penalties accumu-
lative up to 15 lbs. Five to start or no race.
Entrance \$5 to go in the purchase of a
memento to the winner of each race. One
mile.

5.45 p.m. 6. THE "PRIMROSE" CUP.—Pre-
sented by J. H. Lewis, Esq.—For all China
Ponies that have won no flat race of any
description since the 1st January 1904.
Weight for inches as per scale. To be ridden
by Jockeys that have not won an official race
in Hongkong or China. Entrance \$5. Half
mile.
Entries (which must state the name, owner, col-
ours, height and colour of ponies entered, and be
accompanied by the necessary fees) close to the
Honorary Secretary at the Hongkong Club at
6 p.m. on Wednesday the 13th April, 1904.
The Committee reserve the right to declare
off any race for which there are not at least five
entries and three starters.
Attention is drawn to the rules of the Club
providing that (a) No person shall be a member
of the Club unless he is a member of the Hong-
kong Jockey Club. (b) All members of the
Hongkong Jockey Club shall be eligible for
election without ballot; and (c) No person unless
he is a member of this Club shall be eligible to
ride or run any pony at any Gymkhana meeting.
Notice of intended membership should be sent
to the undersigned.

F. B. DEACON,

Honorary Secretary and Treasurer.
Hongkong, 4th April 1904.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL & Co.

Beware of Japanese Imitations.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903.

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Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903.

LAT. TELEGRAMS.

[VIA CANADA.]

THE DISASTER TO BRITISH SUBMARINE.

Portsmouth, 18th March.
The British submarine boat, No. A1,
was run down and sunk off the Nab
Lightship to-day by a Donald Currie
Liner, and eleven persons were drowned,
including Lieutenant Mansergh, the Senior
Officer engaged in submarine work. The liner
passed on and reported that she had struck a
torpedo. At the time she was struck, the vessel
was off the lightship engaged in manoeuvres,
and was lying in seven fathoms of water,
awaiting the approach of a battleship. The
boat was one of the newest of the fleet of
submarine vessels, and was built from the latest
models, but had always been a bad diver. She
was inspected recently by both the King and
the Prince of Wales.

Portsmouth, 18th March.

The name of the Donald Currie Liner which
struck the submarine boat is the *Berwick
Castle*, from East London, South Africa. The
loss of the boat was not known for some hours
after the liner had reported to the manoeuvring
fleet that she had struck a torpedo. The officers
of the liner say that they saw a "pistoning"
torpedo-like hull in the water, and it is supposed,
therefore, that the submarine boat rose just
before she was struck. The officers of the fleet
did not suppose for the moment that the sub-
marine boat had been struck, and continued
operations, expecting that the vessel would
re-appear. Finally, a search was made, and
the breaking of the waves revealed the pres-
ence of the ill-fated boat. There is no doubt
that all the crew died in their steel tomb. It is
presumed that the *Berwick Castle* is striking
upon the trim of the boat, and spilled the gaso-
line in her tanks, rendering her helpless. The
crew were battered down, and must have met a
terrible fate from suffocation in the absence of
air and owing to the fumes of the gasoline.

THE "DMITRI DONSKOI."

London, 17th March.

Answering a question in the House
of Commons to-day regarding the move-
ments of the Russian armoured cruiser
Dmitri Donskoi in the Mediterranean, after
receiving at St. Petersburg, and as to what steps His
Majesty's Government proposed to take to stop
these operations, Mr. Balfour, while admitting
the grave importance of the question, said he
must have time to enquire into the facts before
he would be able to give a complete answer.

RAILWAY DEVELOPMENT OF THE PHILIPPINES.

Washington, 17th March.

Secretary Taft continued his discussion
on Philippine matters to-day, before
the House Committee on Insular Affairs.
Concerning the Cooper Bill, which
guarantees 4 per cent. on an investment of
\$4,000,000 in railroads in the islands, the Sec-
retary stated that he visited New York last week
and had been assured by capitalists there that
they would go into the enterprise if the United
States Government would insure a certain income
on the investment. If Congress wanted to build
these roads, he said, the Commission undoubtedly
would undertake it. His own views, however,
were against this policy, on account of the
complications, such as liability to employees.
Secretary Taft and Secretary Root had con-
sulted with Sir William Van Horne, of the
Canadian Pacific, who is building railroads in
Cuba. Sir William suggested that two engineers
make an original investigation, and the result
of this work is given in a report which Secretary
Taft submitted to the Committee. A trunk line
was suggested in the north of the island of
Luzon, and a line in the southern end. The pro-
jected road in the south of the island, Secretary
Taft believed, would pay from the beginning,
for a mileage of between 700 and 800 miles;
\$25,000,000 or \$30,000,000 would be the cost. A
4 per cent. burden on the Philippine Treasury
on this investment would be about \$1,000,000 a
year. The Secretary believed that could be
paid without hardship.

COLOMBIA AGRIEVED.

Washington, 16th March.

The Colombian Legation here has been closed,
and Dr. Thomas Herran, *Charge d'Affaires*,
will leave the United States for his former
home in Medellin, in two or three weeks. Future
communications between the Colombian Govern-
ment and the State Department will be con-
ducted through the Colombian Consul-General
at New York. The closing of the Legation is
the direct result of the secession of Panama and
the negotiation of the Isthmian Canal Treaty.
It is thought that a considerable time will
elapse before the Colombian Government again
nominates a Minister to Washington, as the
feeling in official circles at Bogota is still very
bitter.

A FRENCH VIEW OF THE SITUATION.

The *Figaro* publishes in its leading columns
an interview with M. de Lanes, ex-Minister
of Marine, a post which he is not unlikely to
occupy again. Among other interesting
remarks M. de Lanes said, in reply to a
question as to whether France would not be
obliged to intervene in case China were to follow
the example of Corea:—

"France is not called upon to concern herself
with that matter. . . . The fate of Corea
will only be settled after the war, as it is the
end the Japanese have in view. As to China it
is certain that she will remain quiet and, more-
over, what could she do? She has neither
army, armaments, nor money. Russia could
not accept the help of France in this quarrel in
which she has engaged herself, notwithstanding
the Conventions signed between her and our-
selves, which Conventions assumed literally the

independence and integrity of Manchuria. Our
allies find themselves obliged, in consequence of
the brutal aggression [of Japan, to ignore
these Conventions. They are establishing
their armies in Manchuria and will remain
there if, as I hope, the fate of arms is favour-
able to them. But our duty is to remain quiet,
supporting our friends by all means that are
consistent with the laws of neutrality. More-
over, Russia knows very well that our interven-
tion, instead of being of use to her, would make
the struggle more dangerous than it is, and that
it would not only be in the Far East that war
would make havoc but in the whole of Europe.
If France were to intervene with the few
cruisers and torpedo-boats which she has in
Chinese waters, England would immediately
make her appearance with her squadron twice
as strong as ours and the Russian squadron
together. It would be quite impossible to
withdraw the smallest ship from the Mediter-
ranean or the North Sea, where England is
already stronger than we are. Consequently,
all our naval forces would be mobilised for our
own defence. You will now understand that in
such circumstances the intervention of France
would be disastrous for Russia, and that is not
what we want."

INSURANCES

THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903.

L'UNION OF PARIS FIRE INSURANCE
COMPANY, LIMITED.

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIN-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTEL, BRUCKELMANN & CO.

Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPEAUX & CO.

Agents for the Phoenix Fire Office

Hongkong, 17th August, 1887.

THE WESTERN ASSURANCE COM- PANY OF TORONTO, CANADA.

INCORPORATED 1881.

Cash Security \$25,719

Total Losses Paid \$6,769,240

THE Undersigned having been appointed

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prepared to ACCEPT RISKS against FIRE

at Current Rates.

WM. MEYERINK & CO

Hongkong, 18th May, 1903.

NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept

First-Class Foreign and Chinese RISKS

against FIRE at Current Rates.

Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.

TURNER & CO.,

Hongkong, 23rd September, 1903.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed

AGENTS for the above are prepared to

accept risks at current rates.

ALEX. ROSS & CO.

Hongkong, 19th March, 1904.

NORTH BRITISH AND MERCAN- TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902

£16,378,771.

I. AUTHORIZED CAPITAL, £25,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

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Company, are prepared to ACCEPT RISKS

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SHEWAN, TOMES & CO

Hongkong, 19th June, 1903.

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(Published Quarterly.)

CONTAINING ARTICLES OF SPECIAL INTEREST

Profusely Illustrated, descriptive of the

people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental

and American, that the production of this

Magazine has evoked is eloquent testimony of

the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD
OFFICE," Shanghai;
MESSRS. KELLY & WALSH
Hongkong;
and all leading Bookellers in the Far East.
Hongkong, 14th February, 1903.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JULY to DECEMBER
1903. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th March, 1904.



Superb Skin 'DARTRING' 'LANOLINE'

is obtained and maintained by using

No imitation can bear the 'Dartring'.

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Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for
playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.
THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
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ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can
be had on application from the Offices of this paper.

JOHN ROBERTS & CO. LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,

BOMBAY.

Hongkong, 6th April, 1904.

[327-2]

BUTTERFIELD & SWIRE,

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

SHIPPING.

ARRIVALS.
 April 11, BEATHURST, British str., 2,740, Koley, Moji 6th April, General.—BRADLEY & Co.
 April 11, HONGKONG, French str., 742, A. Suzuoki, Haiphong and Hoihow 10th April, General.—A. R. MARTY.
 April 11, HUSINE, British steamship, 1,640, John D. Dointree, R.N., Shanghai 7th April.
 April 12, BJORN, Norwegian str., 722, A. N. Christensen, Cebu 7th April, Hides.—ORDER.
 April 12, BRITISH TRADER, British str., 2,170, R. E. Hutchinson, Barry 25th Feb., Coals.—ADMIRALTY.
 April 12, EXPRESS OF INDIA, British str., 3,632, O. P. Marshall, Vancouver 21st March and Shanghai 9th April, Mails and General.—C. P. R. Co.
 April 12, GREGORY APCAR, British str., 2,940, J. G. Offert, Calcutta via Straits 26th March, General.—D. SASSON & Co., Ltd.
 April 12, HAMBURG, German str., 6,597, E. Burmeister, Shanghai 9th April, General.—MELCHERS & Co.
 April 12, HOPSON, British str., 1,359, J. M. Hay, Saigon 8th April, General.—JARDINE, MATHESON & Co.
 April 12, MALACCA, British str., 2,615, A. F. Stuart, Shanghai 9th April, Mails and General.—P. & O. S. N. Co.
 April 12, QUEEN LOUISE, British str., 2,170, Nicol, Cardiff 19th Feb., Coals.—DODWELL & Co., Ltd.
 April 12, TAIWAN, British steamship, 1,121, J. Jenkins, Saigon 7th April, Rice.—BRADLEY & Co.

CLEARANCES.
 AT THE HAPPOUR MASTER'S OFFICE.
 12th April.
 Hua, French str., for Kwangchow.
 Maroon, British str., for London.
 Ovid, British str., for Kutchinotzu.
 Telemachus, British str., for Saigon.
 Triumph, German str., for Swatow.
 Tintan, German str., for Hoihow.

DEPARTURES.
 12th April.
 ACHILLES, British str., for Shanghai.
 AN FHO, British str., for Amoy.
 CABL MENZEL, German str., for Tsintan.
 EDENHALL, British str., for Saigon.
 HAITAN, British str., for Coast Ports.
 HUGIN, British str., for Kobe.
 ISMAIA, British str., for Kobe.
 ITAURA, British str., for Rangoon.
 JASON, British str., for Shanghai.
 TAIHUN, Chinese str., for Shanghai.
 TAKSANG, British str., for Canton.
 YUENANG, British str., for Manila.

VESSELS IN DOCK.
 12th April.
 ABERDEEN DOCK.—
 KIV-ON DOCK.—H. I. G. M. S. Moore, Lin Tan.
 COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

FOR ILOILO.

THE Steamship.

"PRONTO."
 Captain Grandt, will be despatched for the above port on SUNDAY, the 17th inst., at DAYLIGHT.

For Freight apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.

Hongkong, 11th April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"POLYNESIE."
 Captain Le Coisepiller, will be despatched for the above ports on or about MONDAY, the 19th inst.

For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.

Hongkong, 12th April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Negro, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon only on Monday, the 18th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
 Agent.

Hongkong, 8th April, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LYNCH-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

Arrow, British 4-m. barque, McDonald—Standard Oil Co.
 Lrader, British 4-m. barque, Parnell—Standard Oil Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, & LONDON, &c., VIA PORTS OF CALL	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	23rd inst., at Noon.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	G. Phillips	BUTTERFIELD & SWIRE	26th inst.
MARSEILLES, &c., VIA PORTS OF CALL	ANFHO	Brit. str.	Negro	BUTTERFIELD & SWIRE	10th May.
BREMEN, VIA PORTS OF CALL	SALAZIE	Frans. str.	Negro	MELCHERS & CO.	19th inst., at 1 P.M.
HAMBURG	HAMBURG	Ger. str.	Burmeister	HAMBURG-AMERIKA LINIE	To-day, at Noon.
HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	14th inst.
HAMBURG	SUEVIA	Ger. str.	Dohren	HAMBURG-AMERIKA LINIE	23rd inst.
HAMBURG	ARTEMISIA	Ger. str.	Grannmeyer	HAMBURG-AMERIKA LINIE	5th May.
HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
HAMBURG	STASSBURG	Brit. str.	Madsen	HAMBURG-AMERIKA LINIE	31st May.
HAMBURG	SEGOWIA	Ger. str.	Forek	HAMBURG-AMERIKA LINIE	14th June.
TRIESTE, &c., VIA SINGAPORE, &c.	TRIESTE	Aus. str.	Mecozzi	SANDER, WIELER & CO.	20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	IDONEUS	Brit. str.	Grandt	BUTTERFIELD & SWIRE	To-morrow.
NEW YORK, VIA PORTS & SUEZ CANAL	ACHILLES	Brit. str.	Grandt	BUTTERFIELD & SWIRE	About early May.
VANCOUVER, VIA SHANGHAI, &c.	SHIMOSA	Brit. str.	E. of India	CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRIA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	4th May.
VICTORIA (B.C.) & SEATTLE VIA N'PAKI, &c.	HYSON	Brit. str.	A. Wagner	BUTTERFIELD & SWIRE	19th inst.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	H.G.H. Lowell	P. & O. S. N. Co.	To-morrow.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MANILA	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	About 15th inst.
YOKOHAMA	TSINAN	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	19th inst., at 4 P.M.
YOKOHAMA	ANNUI	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	15th inst.
YOKOHAMA	WUJONG	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	About 18th inst.
YOKOHAMA	POLYNESIE	Frans. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	About 24th inst.
YOKOHAMA	CHUSAN	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
YOKOHAMA	TRUMPH	Jap. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	17th inst., 10 A.M.
YOKOHAMA	M. STRUVE	Jap. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	20th inst., 10 A.M.
YOKOHAMA	FRITHJOF	Jap. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	24th inst., 10 A.M.
YOKOHAMA	TRAFALGAR	Jap. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	18th inst.
YOKOHAMA	KANBU	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	15th inst., Noon.
YOKOHAMA	SUNGKIAN	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	15th inst., 10 A.M.
YOKOHAMA	RUBI	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	23rd inst., 10 A.M.
YOKOHAMA	ZAFIRO	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	About 30th inst.
YOKOHAMA	SHAMUT	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	27th inst., D'light.
YOKOHAMA	PRONTO	Ger. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR SAILING DATE.
 RUBI 2540 R. W. Almond Manila direct. Sat., 16th April, 10 A.M.
 ZAFIRO 2540 R. Rodger Manila direct. Sat., 23rd April, 10 A.M.
 PERLA 1980 A. H. Nottley.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 11th April, 1904.

SANDER, WIELER & CO.,
 Agents.
 Princes Building.
 Hongkong, 29th March, 1904.

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA" ... early May.

For Freight and further information, apply to
 DODWELL & CO., LTD.,
 Agents.

Hongkong, 5th April, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

What at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Captain Ramsey, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangelli, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN." Captain Noel, leaves Hongkong on MON. DAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

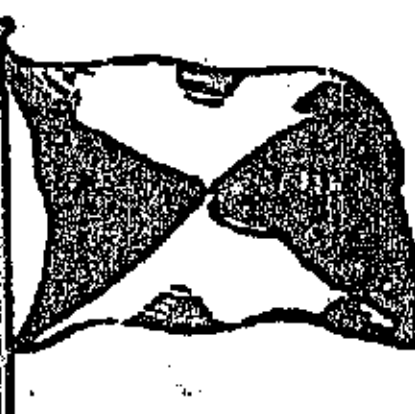
First Class Chinese ... \$1.50

Second Class Chinese ... 80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to
 J. LANDOLT, Agent.
 The Pharmacy, Queen's Road Central.
 Hongkong, 23rd March, 1904.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 16th April, 10 A.M.
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PERLA	1980	A. H. Nottley		

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 11th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN

CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN. TO SAIL ON

"NICOMEDIA" 4371 A. Wagner April 14, 1904

"ARABIA" 4483

"ARAGONIA" 5198

"NUMANTIA" 4370

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th March, 1904.

CA NADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" 6,000 Tons. WEDNESDAY, 20th April.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th April.

R.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th May.

R.M.S. "TARTAR" 4,425 Tons. SATURDAY, 21st May.

R.M.S. "EMPRESS OF CHINA" 6,000 Tons. WEDNESDAY, 1st June.

Hongkong to London 1st Class ... via St. Lawrence 200 ... via New York 262

Intermediate on Steamers, ... 240 ... 242

and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. P. BROWN, General Agent,
 9, Pedder Street.

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PENINSULAR AND ORIENTAL

STEAMSHIP COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON and ANTWERP, VIA MALACCA ... Noon, 13th ... Freight and Passage.

SINGAPORE, PENANG, COLOMBO and PORT SAID ... A. F. Street ...

YOKOHAMA, VIA SHANGHAI, MANILA ... About 15th ... Freight and Passage.

HAI, MOJI and KOBE ... H.G.H. Lowell, R.N.E. ...

(Passing through the Inland Sea)

LONDON, &c. ... BENGAL ... Noon, 23rd ... See Special Advertisement.

SHANGHAI ... CHUSAN ... About 24th ... Freight and Passage.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 13th April, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW	"TRIUMPH"	WEDNESDAY, 13th April, at 10 A.M.
TAMSUI, VIA SWATOW	"M. STRUVE"	SUNDAY, 17th April, at 10 A.M.
ANPING, VIA SWATOW	"TRIPOS"	WEDNESDAY, 20th April, at 10 A.M.
TAMSUI, VIA SWATOW	"H. KRAFT"	SUNDAY, 24th April, at 10 A.M.
	"H. H. HALLSDEN"	April, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.</

